

U.S. Department
of Transportation

United States
Coast Guard



Commandant
United States Coast Guard

2100 Second Street, S.W.
Washington, DC 20593-0001
(202) 267-0475

COMDTINST M16618.5C
JUN 18 1993

COMMANDANT INSTRUCTION M16618.5C

Subj: SHIPPING AGENT GUIDELINES - U.S. PORT ENTRY REQUIREMENTS FOR
SPECIAL INTEREST VESSELS

1. **PURPOSE.** This instruction publishes the Shipping Agent Guidelines. These guidelines provide U.S. shipping agents with information necessary to request U.S. port entry for vessels controlled by the Special Interest Vessel (SIV) Program.
2. **ACTION.** Area and district commanders, commanders maintenance and logistics commands, commanding officers of headquarters units and Commander Coast Guard Activities Europe shall ensure compliance with the provisions of this instruction.
3. **DIRECTIVES AFFECTED.** Commandant Instruction M16618.5B is cancelled
4. **DISCUSSION**
 - a. These guidelines describe specific advance vessel itinerary information required to ensure expeditious entry for Special Interest Vessels into U.S. ports. These guidelines are current as of 26 April 1993.
 - b. Coast Guard units may duplicate extracts from these guidelines when necessary to distribute to shipping agents in their area. Captains of the Port should inform the SIV Desk of new shipping agents in their zone so the mailing list can be updated.

- c. Further information on the SIV Program is provided in COMDTINST M16000.12, Volume VII of the Marine Safety Manual.
 - d. All personnel are encouraged to contact the SIV Desk at FTS/Commercial (202) 267-0476 for further information.
5. RESPONSIBILITIES. Commandant (G-MPS-2) ensures that the SIV Program operates in accordance with published directives. Captains of the Port administer the SIV Program at the local level.
6. CORRECTIONS. Address all comments, suggestions, and notification of errors to Commandant (G-MPS-2) through the chain of command.

/s/ A. E. HENN
Rear Admiral, U.S. Coast Guard
Chief, Office of Marine Safety,

U.S. PORT ENTRY REQUIREMENTS

TABLE OF CONTENTS

CHAPTER 1. GENERAL REQUIREMENTS

- A. Introduction1-1
- B. Definitions1-3
- C. Chartered Vessels1-5
- D. Non-Standard Entries1-5

CHAPTER 2. PORT ENTRY APPLICATION PROCEDURES

- A. Port Entry Application Requirements2-1
- B. Itinerary Change Requests2-4

CHAPTER 3. SPECIFIC ENTRY REQUIREMENTS FOR RESTRICTED NATIONS

- A. General3-1
- B. Peoples Republic of China3-2
- C. Armenia3-3

Azerbaijan
Byelarus
Georgia
Kazakhstan
Kyrgyzstan
Moldova
Russia
Tajikistan
Turkmenistan
Ukraine
Uzbekistan

- Enclosures (1) Port Area Descriptions
(2) Controlled Port Area Descriptions
(3) Examples of Messages

CHAPTER 1. GENERAL REQUIREMENTS

| | |
|---|-----|
| Section 1.A. Introduction | 1-1 |
| 1. Applicability | 1-1 |
| 2. Intent | 1-2 |
| 3. Authority | 1-2 |
| 4. Maritime Agreements | 1-2 |
| Section 1.B. Definitions | 1-3 |
| 1. 2-Day Request | 1-3 |
| 2. 3-Day Notice | 1-3 |
| 3. 4-Day Request | 1-3 |
| 4. 7-Day Request | 1-3 |
| 5. Government-to-Government | 1-3 |
| 6. Agent-to-Coast Guard | 1-3 |
| 7. U.S.C.G. Special Interest Vessel Desk .. | 1-4 |
| 8. Port Call | 1-4 |
| 9. Port Area Descriptions | 1-4 |
| 10. Free-Flag Vessel | 1-4 |
| 11. Public Vessel | 1-5 |
| 12. Yacht | 1-5 |
| 13. Greenwich Mean Time (GMT) | 1-5 |
| Section 1.C. Chartered Vessels | 1-5 |
| Section 1.D. Non-Standard Entries | 1-5 |
| 1. Force Majeure | 1-5 |
| 2. Innocent Passage | 1-6 |
| 3. Medical Emergency | 1-6 |
| 4. Repatriation | 1-6 |
| 5. Vessels Enroute Canadian Ports | 1-7 |
| 6. Remote Ports | 1-7 |
| 7. Deepwater Ports | 1-7 |

CHAPTER 1. GENERAL REQUIREMENTS

A. INTRODUCTION.

1. Applicability. This document provides guidance on requirements for entry into the United States territorial sea, internal waters, and ports for vessels registered to, or under the effective control of, the nations listed below. These port entry requirements apply to commercial cargo, passenger, fishing and fisheries support vessels, public vessels and private yachts. Owners, masters, agents or persons in charge of these vessels should adhere to these requirements to facilitate legitimate entry of their vessels into the U.S. territorial sea, internal waters and ports.

a. Restricted countries:

Armenia
Azerbaijan
Byelarus
Georgia
Kazakhstan
Krygyzstan
Moldova
Russia
Tajikistan
Turkmenistan
Ukraine
Uzbekistan
Peoples Republic of China

b. Non-entrant countries:

Cambodia
Cuba
Iran
Iraq
Libya
Peoples Republic of Korea (North Korea)
Syria
Vietnam

Vessels registered to, owned or operated by, or chartered by non-entrant nations are not permitted to enter the U.S. territorial sea or U.S. ports. Nations appear on this list because of U.S. diplomatic sanctions against them.

- c. Although shipping agents may be hired to provide services for public vessels, all public vessel entry applications and changes are handled on a government-to-government basis at the embassy level via the Department of State, and should be made at least 14 days prior to desired entry date. See section 1.B.11 for a definition of a public vessel.
2. Intent. These guidelines are intended to assist shipping agents in obtaining port calls for vessels associated with the nations listed in section 1.A.1. Access to U.S. ports by any foreign vessel is subject to compliance with applicable laws and regulations of the federal government and state and local authorities in the areas of their jurisdiction. Vessels from nations listed in section 1.A.1 must comply with all applicable foreign vessel regulations and any additional requirements found in these guidelines.
3. Authority. National security interests require that the movement of any vessel within the territorial sea or internal waters of the United States be subject to U.S. Government review. Authority for this is found in the Magnuson Act (Title 50, United States Code, Section 191, 1950). The President implemented this statute by Executive Order (E.O.) 10173, as amended by E.O.s 10277, 10352, and 11249. These orders promulgated regulations in Part 6, Chapter 1, Title 33 of the Code of Federal Regulations (CFR). These regulations assign port security responsibilities to the U.S. Coast Guard. E.O. 10173 further directed all agencies and authorities of the United States Government and all state and local authorities to support, conform to, and assist in the enforcement of these regulations and any supplemental regulations issued.
4. Maritime Agreements. These guidelines implement and support provisions of treaties, conventions, agreements, and similar instruments in force between the government of the United States and the governments of certain nations concerning maritime matters. Title I, United States Code, Section 112a directs the Secretary of State to compile a publication United States Treaties and Other International Agreements (UST) which contains all treaties to which the United States is a party. It also states that the UST "...shall be legal evidence of the treaties, ... in all courts of the United States,...."

In some instances, these instruments and supporting documents state specific procedures for entry to United States ports should be consulted for a complete understanding of requirements applicable to affected vessels. These guidelines address only those port entry requirements administered by the U.S. Coast Guard.

B. Definitions.

1. 2-Day Request (for itinerary changes). This period is exactly 48 hours. It commences at the hour and minute that an agent's change application message is received at Coast Guard Headquarters. Weekends and federal holidays have no effect on 2-Day Requests.
2. 3-Day Notice. This period is 72 hours after time of receipt, (e.g., to obtain clearance for a port call on a Saturday 0800, the notice is required at the local COTP no later than the preceding Wednesday 0800).
3. 4-Day Request. This period excludes the day of receipt and the day of entry (e.g., to obtain clearance for a port call on a Tuesday, the request must be received by Commandant (G-MPS) no later than the preceding Thursday).
4. 7-Day Request. This period excludes the day of receipt and the day of entry, but not weekends or federal holidays. For example, to obtain clearance for a ship to call on the 15th, the request must be filed by the 7th of that month.
5. Government-to-Government. These requests are coordinated at the embassy level. They are handled through diplomatic channels between the two governments only. When the initial itinerary request is government-to-government, all desired future itinerary changes must also be handled on a government-to-government basis.
6. Agent-to-Coast Guard. Coordination of applicable port entry requests, itinerary changes, and special waivers are specifically conducted between the U.S. Coast Guard Headquarters Special Interest Vessel Desk and the U.S. shipping agent representing vessels covered by these guidelines.

7. U.S. Coast Guard's Special Interest Vessel (SIV) Desk. The individual entry of all vessels covered by these guidelines into the U.S. territorial sea and ports is coordinated by the USCG's SIV Desk. The SIV Desk or Duty Officer is available 24 hours a day. During working hours, call (202) 267-0476; after hours and weekends for non-routine matters, call Coast Guard Headquarters Command Center at (202) 267-2100, and ask for the Port Security Duty Officer.
8. Port Call. A port call includes anchoring or mooring within the territorial sea or, for ports not adjacent to the territorial sea, the waters of the geographical limit of the port area described in enclosure (1). A vessel may be within these limits as long as it is either enroute to an approved port call or departing from such a port call. A vessel's presence within these limits is only permitted within the time frame of the previously approved port call. Vessels must have either a Commandant (G-MPS) approved itinerary or provide advance notification to the local Captain of the Port for any U.S. port call.
9. Port Area Descriptions. Geographical port limits are defined for certain U.S. ports for purposes of administering this program. See enclosures (1) and (2) for port area descriptions. The port area descriptions apply to port calls involving the nations covered by these guidelines. Port areas for which there is no geographical description include that area which encompasses the physical facilities of the port, the internal water approaches, and the seaward approaches to the limits of the territorial sea.
10. Free-Flag Vessel. Any vessel which is registered to or owned by any nation other than those listed in section 1.A.1.(a) or (b) of these requirements.

11. Public Vessel. A vessel which is owned or operated by a state and used only in non-commercial, government service. The term state (or nation) includes political subdivisions of the state as well as agencies of the state or its subdivisions. The term public vessel does not include vessels merely subsidized by the government, state-owned vessels chartered to private parties and engaged in commercial activities, or privately-owned vessels operated by government personnel that are engaged in commercial activities.
 12. Yacht. Any vessel, under power or sail, operating for pleasure and not carrying cargo or passengers for hire.
 13. Greenwich Mean Time (GMT). All times used in message communication are in GMT. Agents are responsible for converting GMT to local time as necessary.
- C. Chartered Vessels. The U.S. Port Security Program also applies to free-flag vessels chartered by nations listed in section 1.A.1.(b) of these guidelines.
- D. Non-Standard Entries.
1. Force Majeure. Force Majeure is a doctrine of international law which confers limited legal immunity upon vessels which are forced to seek refuge or repairs within the jurisdiction of another nation due to uncontrollable external forces or conditions. This limited immunity prohibits coastal state enforcement of its laws which were breached due to the vessel's entry under force majeure. A claim of force majeure is supported only by the existence of overwhelming conditions or forces of such magnitude (e.g., severe storm, fire, disablement, mutiny) that they have threatened loss of the vessel, crew or cargo unless immediate corrective action is taken. Vessels entering U.S. waters under claim of force majeure are subject to boarding to validate the claim, and may be directed to a specific location, and not to the port of their choice. Each Coast Guard Captain of the Port has the authority to verify and accept or reject claims of force majeure for the purpose of enforcing applicable laws.

2. Innocent Passage. All foreign ships, including warships, are entitled to the right of passage through the U.S. territorial sea, provided the passage is innocent under the United Nations Conventions on the Law of the Sea. Innocent passage means continuous and expeditious traversing of the territorial sea either without entering internal waters or passage for the purpose of proceeding to or from internal waters. It may include stopping or anchoring only when this is incident to ordinary navigation (such as when awaiting a favorable tide to traverse a particular narrows). Innocent passage specifically does not include hovering, stopping or anchoring for other reasons, and it does not include fishing. Anchoring or slow steaming within the U.S. territorial sea to avoid early arrival in port for which the vessel holds an approved itinerary will not be considered innocent passage and may result in cancellation of the vessel's itinerary, except when the vessel's movements are directed by a Coast Guard Vessel Traffic Service (VTS) for purposes of safety of navigation.
3. Medical Emergency. Foreign flag vessels not previously approved for a U.S. port call may enter U.S. waters for the sole purpose of removing a crewmember in need of immediate medical attention, or for the removal of a deceased crewmember. The cognizant Coast Guard district commander may grant permission for a vessel to enter territorial waters for a MEDEVAC (Medical Evacuation) or may also arrange a MEDEVAC outside the territorial sea. If the vessel is given permission to enter the territorial sea for a MEDEVAC, the vessel must depart upon completion of the transfer of the affected crewmember. Notify the Coast Guard district commander as soon as possible prior to desired entry.
4. Repatriation. It is the Department of State's position that repatriation of foreign nationals who have been evacuated for emergency medical treatment should be arranged and paid for by their countries of citizenship. Local INS and Customs should be notified of proposed repatriations. Requests for entry of vessels into U.S. territorial seas for the purpose of repatriation should be forwarded to Commandant (G-MPS) for consideration.

5. Vessels Enroute Canadian Ports. All vessels, including those from non-entrant nations, must pass through U.S. waters in the St. Lawrence Seaway, the Great Lakes or the Straits of Juan de Fuca enroute to ports in Canada. Vessels transiting U.S. waters for this purpose are considered to be engaged in innocent passage and Coast Guard permission for such passage is not necessary.
6. Remote Ports Under U.S. Jurisdiction. The requirements of this program apply to remote Alaskan ports as well as to Guam, American Samoa and the Commonwealth of the Northern Marianas Islands (CNMI - Saipan, Rota, Tinian).
7. Deepwater Ports. Port calls at U.S. deepwater ports require the same conditions of advance notification for entry as applicable in U.S. coastal ports [refer to Title 33, U.S.C., section 1518 (c)].

CHAPTER 2. PORT ENTRY APPLICATION PROCEDURES

| | | |
|--------------|---|-----|
| Section 2.A. | Port Entry Application Requirements.... | 2-1 |
| 1. | General..... | 2-1 |
| 2. | Required Information | 2-2 |
| 3. | Arrival and Departure Dates | 2-3 |
| 4. | Advance Notice of Arrival..... | 2-3 |
| 5. | Approved Itinerary Entry Times (Port Entry)..... | 2-3 |
| 6. | Denials..... | 2-4 |
| 7. | Early Arrival..... | 2-4 |
| Section 2.B. | Itinerary Change Requests..... | 2-4 |
| 1. | General..... | 2-4 |
| 2. | To Add Port Calls..... | 2-4 |
| 3. | To Change Port Call Sequence/Dates..... | 2-5 |
| 4. | Cancelled Port Calls..... | 2-5 |
| 5. | Waivers..... | 2-5 |

CHAPTER 2. PORT ENTRY APPLICATION PROCEDURES

A. Port Entry Application Requirements.

1. General. Agents should file itinerary requests for only those U.S. ports for which they will be acting as agents. All port entry applications must be in writing. Telephone inquiries are welcome during normal business hours (0700 to 1530 Eastern Time). The Special Interest Vessel Desk, in the Port Security Branch at U.S. Coast Guard Headquarters, can be reached by calling (202) 267-0476. For non-business hour emergencies, call U.S. Coast Guard Headquarters Command Center at (202) 267-2100. Port Entry Applications (except government-to-government) should be submitted by the vessel's agent directly to Coast Guard Headquarters. TELEX messages are preferred. Port Entry Applications will not be accepted by local or regional Coast Guard commands. Shipping agents are responsible for ensuring that requests, whether sent electronically, by mail, or delivered by hand, arrive at Coast Guard Headquarters in time to meet all requirements. Coast Guard Headquarters will send a receipt confirmation telex within 24 hours of receiving a telex from a shipping agent. If you do not receive this confirmation telex within 48 hours, call the SIV desk to inquire about your request. Make application to only one of the following USCG Headquarters addresses:

- a. TELEX address: "Commandant (G-MPS), U.S. Coast Guard, Washington, D.C. 20593-0001 TELEX NUMBER 892427. Answer back COASTGUARDWSH."
- b. TWX address: "Commandant (G-MPS), U.S. Coast Guard, Washington, D.C. 20593-0001 TWX NUMBER 710 822 1959. Answer back CGDOTWSH."
- c. WESTERN UNION address: "Commandant (G-MPS), U.S. Coast Guard, 2100 2nd Street, S.W., Washington, DC 20593-0001." (PREPAID)
- d. Port entry applications may also be sent by mail or delivered by hand. The mailing address is:

Commandant (G-MPS-2)
U.S. Coast Guard Headquarters
2100 Second Street, S.W.
Washington, D.C. 20593-0001

2. Required Information. All port entry applications must provide certain information in an orderly manner (See figure 3-A of enclosure (3) for an example of an initial itinerary request.) Agents should double check all information, including spelling of foreign translations, since requests with incomplete information will be denied. All port entry applications must include the following:
- a. Shipping agent's complete address, commercial telephone number, point of contact, and TELEX/TWX number with answer back code or Western Union address.
 - b. Appropriate message title identification: For example, 4 DAY REQUEST, or 7-DAY REQUEST.
 - c. Itinerary number: For example, INITIAL ITINERARY, or CHANGE 1,2,3....
 - d. Vessel type: This information must precede the vessel's name. Use applicable abbreviations as follows:

| | |
|------------------------|-----|
| Merchant Vessel | M/V |
| Passenger Vessel | P/V |
| Fishing Vessel | F/V |
| Fishing Support Vessel | F/V |
| Research Vessel | R/V |
| Sail Vessel | S/V |
| Yachts | YCT |
 - e. Vessel name, flag, call sign and Lloyd's number.
 - f. Itinerary information:
 - (1) U.S. ports of call in the order desired. See section 1.B for the definition of a port call.
 - (2) Desired arrival and departure dates.
 - g. Cargo information: type of cargo loaded/unloaded; loading port of cargo being discharged; destination for cargo being loaded.
 - h. Master's name.
 - i. Next and last foreign ports of call.
- [NOTE: Information above is required; failure to provide required information may result in denials or cancellations.]

3. Arrival and Departure Dates.
 - a. Only one day overlap is allowed for multiple port calls (i.e., Port St Joe, 6/17-6/19, Port Canaveral, 6/19-6/21, Pensacola 6/21-6/27).
 - b. All approved itineraries automatically terminate upon the vessel's departure enroute to a foreign port of call, except when the vessel departs enroute to Canadian ports which have been noted on the initial or change itinerary message.
 - c. An approved port call terminates upon departure of the vessel from the described port area. For instance, if a vessel is approved 6/04-6/10, but departs the port area on 6/08, it cannot re-enter port unless a new initial itinerary is filed.
 - d. The vessel's official notification period begins upon receipt of the agent's telex request or notice at Coast Guard Headquarters communication center. By return telex, Commandant (G-MPS) will inform the agent of the exact Greenwich Mean Time (GMT) his message was received.
 - e. Port approvals are in effect through 2359 (one minute before midnight) GMT on the final day stated on port call approval. Vessels must be outside of the port area by this time. Vessels may not wait until this time to begin their outbound departure.
4. Advance Notice of Arrival. None of the procedures outlined in this document relieves the master or agent of the requirement to provide advance notice of arrival to each local Coast Guard Captain of the Port (COTP) in accordance with 33 CFR 160, Subpart C and to comply with other applicable laws and regulations.
5. Approved Itinerary Entry Times (Port Entry). If the vessel's itinerary is approved, the agent will be notified by message specifying the dates that the vessel is authorized to be in the port(s). The vessel may enter that specified port at any time during the approved dates. The vessel must depart the port no later than 2359 GMT of the final day stated on the port call approval unless the agent has requested and received approval for an extension of the port call.

6. Denials. Vessels may be denied U.S. entry when there is insufficient information or if the agent's application message does not meet the time limits required by these guidelines. All denials are sent to the vessel's agent by the end of the working day following the day of receipt of the TELEX. An agent may, however, submit a new corrected entry application for the vessel. In such cases, the official notification period commences upon receipt of the corrected entry application, not the original entry application which was denied.
7. Early Arrival. A vessel which holds an approved itinerary for a United States port entry shall not enter the U.S. territorial sea earlier than the first day on the approved itinerary. A vessel is considered to have arrived in port when it enters U.S. territorial waters, or, for ports not adjacent to U.S. territorial waters, the port area descriptions listed in enclosure (1).

B. Itinerary Change Requests.

1. General. Agents seek itinerary change requests generally for three reasons: To add ports, to change the previously approved port call sequence and/or dates, and to cancel planned port calls after receiving approval to enter. In each case, the agent's message request must list the vessel's full remaining itinerary, in addition to the desired change. Failure to list the vessel's entire desired U.S. port calls may lead to cancellation of the vessel's itinerary other than the requested change. For example, if the initial itinerary requested Providence, Morehead City, and Miami, and the agent sent a change listing only Providence, the vessel would be considered only for entry into Providence. Two days is the minimum time necessary to process itinerary change requests. Use the format in figure 3-B to enclosure (3) for itinerary change requests. Actions applicable to three types of itinerary change request follow.
2. To Add Port Calls. Requests for additional port calls are reviewed using the same criteria as for initial port calls. The following apply:
 - a. Agent messages should be titled CHANGE 1, 2, 3, etc.
 - b. Additional ports must be requested far enough in advance to comply with the applicable request period (i.e., 7-days).

- c. When an initial government-to-government request is required, all requests for additional ports must be made at the embassy level.
- 3. To Change Port Call Sequence/Dates. Change requests to a vessel's approved port call sequence/dates are accepted by Commandant (G-MPS), and normally approved, provided the following criteria are met:
 - a. The initial port request was not government-to-government. (All others which are government-to-government must continue to be handled at the embassy level.)
 - b. The itinerary change request was submitted far enough in advance. Two days is the minimum processing time required by the Coast Guard to process requests for changes in port sequence or dates. Whenever possible, the Coast Guard will try to expedite the itinerary changes. However, requests made within the minimum processing time may be delayed. Agents should submit change requests as early as possible.
 - c. The change was submitted prior to the close of the approved itinerary (see section 2.A.5).
 - d. The new date requested meets the minimum advance request period specified.
- 4. Cancelled Port Calls. Occasionally, cargo loading plans change and certain previously requested U.S. port calls may not be desired. Agents should notify the Coast Guard of cancelled port calls as far in advance as possible. Failure to arrive at a port within the approved itinerary dates will lead to cancellation of a vessel's remaining itinerary and may subsequently delay entry to a previously approved port.
- 5. Waivers. The Coast Guard recognizes that unusual circumstances arise which require agents to seek waivers of the advance itinerary request period. Approval of waiver requests will be the exception rather than the rule and all waiver requests should be well documented. Agents must fully elaborate on their justification for the Coast Guard to consider a waiver of these entry requirements. Agents should allow at least 48 hours for waiver requests to be processed. Waivers are not ordinarily approved for purely economic reasons.

CHAPTER 3. SPECIFIC ENTRY REQUIREMENTS FOR RESTRICTED NATIONS

| | |
|---|-----|
| Section 3.A. General..... | 3-1 |
| Section 3.B. Peoples Republic of China..... | 3-1 |
| Section 3.C. Armenia..... | 3-2 |
| Azerbaijan | |
| Byelarus | |
| Georgia | |
| Kazakhstan | |
| Kyrgyzstan | |
| Moldova | |
| Russia | |
| Tajikistan | |
| Turkmenistan | |
| Ukraine | |
| Uzbekistan | |

CHAPTER 3. SPECIFIC ENTRY REQUIREMENTS FOR RESTRICTED NATIONS

- A. General. Vessels that bear the flag of Restricted nations may enter the territorial sea, ports and internal waters of the United States subject to certain limitations. The following pages contain specific entry requirements by country for vessels registered to Restricted countries.
- B. Peoples Republic of China (CH).
 - 1. Access for vessels from the PRC is governed under the bilateral Maritime Transport Agreement of 15 December 1988. Under the agreement, commercial cargo, fishing, fisheries support vessels, vessels engaged in hydrographic, oceanographic, meteorological or terrestrial magnetic field research, and private yachts bearing the flag of the PRC must submit a 4-day request to Commandant (G-MPS) and receive an approved itinerary for entry into controlled ports.
 - 2. Commercial cargo, passenger, fishing, fisheries support vessels, vessels engaged in hydrographic, oceanographic, meteorological and terrestrial magnetic field research, and private yachts bearing the flag of the PRC need only submit advance notice of arrival required by 33 CFR 160, Subpart C for entry into all other U.S. ports.
 - 3. All other PRC vessels must submit a government-to-government request and receive approval from the Department of State for entry into U.S. ports.

| | | | |
|-------------------|-------------|---------------------|-------------|
| C. <u>Armenia</u> | <u>(AM)</u> | <u>Moldova</u> | <u>(Md)</u> |
| <u>Azerbaijan</u> | <u>(AJ)</u> | <u>Russia</u> | <u>(RS)</u> |
| <u>Byelarus</u> | <u>(BO)</u> | <u>Tajikistan</u> | <u>(TI)</u> |
| <u>Georgia</u> | <u>(GG)</u> | <u>Turkmenistan</u> | <u>(TX)</u> |
| <u>Kazakhstan</u> | <u>(KZ)</u> | <u>Ukraine</u> | <u>(UP)</u> |
| <u>Kyrgyzstan</u> | <u>(KG)</u> | <u>Uzbekistan</u> | <u>(UZ)</u> |

1. Commercial cargo, passenger, fishing, fisheries support vessels and yachts bearing the flag of the above countries must submit a 7-day request to Commandant (G-MPS) and receive an approved itinerary for entry into the following controlled ports:

Kings Bay, GA
 New London/Groton, CT
 Port Canaveral, FL
 Port Hueneme, CA
 San Diego, CA

2. Commercial cargo, passenger, fishing, fisheries support vessels and yachts bearing the flag of the above countries must submit a 3-day notice to the appropriate COTP for entry into the following controlled ports:

Charleston, SC
 Hampton Roads, VA
 Honolulu, HI
 Panama City, FL
 Pensacola, FL
 Portsmouth, NH
 Port St. Joe, FL

3. Public vessels bearing the flag of the above countries must submit a government-to-government request and receive approval from the Department of State for entry into controlled ports.
4. Vessels from the above listed countries need only submit advance notice of arrival required under 33 CFR 160, Subpart C for the entry into all other U.S. ports.

PORT AREA DESCRIPTIONS

| <u>U.S. Port</u> | <u>Geographical Description</u> |
|------------------------|---|
| Alameda, California | See San Francisco, California. |
| Albany, New York | North of the Castleton, New York bridge mile 135.6 on the Hudson River and south of U.S. Lock 1 at Troy, New York on the Hudson River. |
| Anchorage, Alaska | The waters of Cook Inlet northward from line drawn between Cape Douglas and Cape Elizabeth. |
| Antioch, California | See Stockton, California. |
| Apra Harbor, Guam | The waters of Apra Outer Harbor and Apra Inner Harbor. |
| Astoria, Oregon | Coincident with Clatsop County, Oregon. |
| Baltimore, Maryland | North and west of a line from North Point to Bodkin Point, but including Annapolis anchorage area between the Chesapeake Bay Bridge and Kent Point. |
| Bar Harbor, Maine | The waters of Frenchman Bay and Blue Hill Bay north of Greatt Duck Island east of Blue Hill Neck, and west of Schoodic Point. |
| Baton Rouge, Louisiana | See New Orleans, Louisiana. |
| Bay City, Michigan | The Saginaw River entrance to the limits of navigation. |
| Beaumont, Texas | The Neches River from the Intracoastal Waterway (ICW) to Interstate 10 Bridge. |
| Bellingham, Washington | Bellingham Bay. |
| Benicia, California | See San Francisco, California. |
| Berkeley, California | See San Francisco, California. |

Encl. (1) to COMDTINST M16618.5C

| | |
|--|---|
| Boca Grande, Florida | Boca Grande Channel from sea buoy to Port Boca Grande on Gasparilla Island. |
| Boston, Massachusetts | Boston Harbor proper, including the Mystic and Chelsea Rivers to the limit of navigation, and the harbors of Gloucester, Lynn, Salem and Plymouth, Massachusetts. |
| Brownsville, Texas | The Brownsville Ship Channel from the sea buoy to the Brownsville Turning Basin. |
| Buffalo, New York | Outer Harbor including Buffalo River to limits of navigation. Black Rock Canal from the entrance channel downstream to its termination abeam of Placid Harbor. The Niagara River downstream from Placid Harbor to limits of navigation. |
| Burnside, Louisiana | See New Orleans, Louisiana. |
| Camden, New Jersey | See Philadelphia, Pennsylvania. |
| Cape Cod, Massachusetts | An area extending from the Western terminus of the Cape Cod Canal eastward (includes Cape Cod Bay, Chatham, Sandwich & Provincetown). |
| Charleston, South Carolina | See enclosure (2). |
| Charlotte Amalie, St. Thomas, U.S.V.I. | St. Thomas Harbor including the East and West Gregerie Channels, Long Bay, Cay Bay, Crown Bay, Krum Bay and the Inner and Outer harbor anchorages. |
| Chicago, Illinois | Between Burns Harbor (including Burns Waterway Harbor) and northern limits of Chicago Harbor, including Lake Calumet and other waterways, inland to intersection of the Chicago Sanitary and Ship Canal with Calumet Sag Channel. |
| Christiansted Harbor, St. Croix, U.S.V.I. | Christiansted Harbor proper. |

| | |
|---|--|
| Cleveland, Ohio | Cleveland Harbor, including Cuyahoga River to limits of navigation. |
| Coos Bay, Oregon (including North Bend) | All of Coos Bay to north of Coos River. |
| Corpus Christi, Texas | The Corpus Christi Channel from the sea buoy to the Viola Turning Basin, and the LaQuinta Channel from its junction to the Corpus Christi Channel. |
| Detroit, Michigan | All waters of the United States within the St. Clair River, Lake St. Clair, and Detroit River from Fort Gratiot Light to the Detroit River Light. |
| Duluth, Minnesota/ Superior, Wisconsin | Duluth/Superior Harbor only. |
| Dutch Harbor, Alaska | The bays and harbors of Dutch Harbor, Illiliuk Bay, Illiliuk Harbor, Captains Bay, Nateekin Bay, Broad Bay, Wide Bay, and Unalaska Bay to a distance 3 miles seaward of the northern end of Unalaska Island. |
| Erie, Pennsylvania | Presque Isle Bay. |
| Eureka, California | Humboldt Bay. |
| Everett, Washington | Northeast end of Possession Sound. |
| Fall River, Massachusetts (Includes North Tiverton, Rhode Island and Somerset Massachusetts) | Mount Hope Bay and Taunton River. |
| Fernandina, Florida | All waters of the St. Marys River Entrance Channel west of the COLREGS Demarcation Line as described in 33 CFR Part 80.720 (c) and all waters of the Amelia River south to ICW statute mile 718. |
| Fredericksted, St. Croix, U.S.V.I. | Frederiksted Harbor proper. |

Encl. (1) to COMDTINST M16618.5C

| | |
|--|---|
| Freeport, Texas | Freeport Entrance Channel of the Old Brazos River to the Stauffer Turning Basin, to include the Brazos Harbor. |
| Galveston/Texas City, Texas | The Galveston and Texas City Channels from their intersection with the Houston Ship Channel to their respective turning basins. |
| Georgetown, South Carolina | Entrance channel between Sand and North Islands, and North Island at South Island Bend through Wingah Bay, including all Georgetown and Sampit River north to where Waccamaw River and Pee Dee River merge into Winyah Bay at Route 17. |
| Gloucester, Massachusetts | See Boston, Massachusetts. |
| Green Bay, Wisconsin | Port area of Green Bay including the Fox River upstream to the limit of commercial navigation. |
| Guanica, Puerto Rico | Bahia de Guanica proper. |
| Guayanilla, Puerto Rico | Bahia de Guayanilla and Bahia de Tallaboa. |
| Gulfport, Mississippi | Ship Island Pass and Gulfport Ship Channel from the sea buoy to the harbor basin. |
| Hampton Roads (including Norfolk, Newport News, Jamestown, Yorktown, and Portsmouth, Virginia) | See enclosure (2). |
| Harrisville, Michigan | See Detroit, Michigan. |
| Hilo, Hawaii | Eastern end of Kohio Bay on northeast coast of the Island of Hawaii. |
| Honolulu, Hawaii | See enclosure (2). |
| Houston, Texas | The Houston Ship Channel from Five Mile Cut to the Houston Turning Basin and the Bayport Turning Basin. |

| | |
|-----------------------------------|---|
| Humboldt Bay, California | All waters of Arcata Bay and South Bay shoreward of a line drawn from Humboldt Bay Entrance Light 4 to Humboldt Bay Entrance Light 3. |
| Huron, Ohio | Huron River to limits of deep draft navigation. |
| Jacksonville, Florida | All waters of the St. Johns River upriver of the COLREGS Demarcation Line as described in Title 33 CFR part 80.723 (C) terminating at the Highway 295 bridge. |
| Juneau, Alaska | Auke Bay and Gastineau Channel northwest of a line between Pt. Salisbury to Marmion Island and southeast of a line between Pt. Louisa to outer point on Douglas Island. |
| Kalama, Washington | See Longview, Washington. |
| Kenosha, Wisconsin | Line drawn from Breakwater Light to South Pier Light. |
| Ketchikan, Alaska | Tongass Narrows northwest of a line between Mountain Point and Gravina Point, and Behm Canal North of a line between Vallenar Point and Caamano Point and south of a line between Point Francis and Escape Point, including Vallenar Bay. |
| Kings Bay, Georgia | See enclosure (2). |
| Kodiak, Alaska | All waters of Woman's Bay, St. Paul Channel, and Chiniak Bay NW of line from Cliff Point to southern point of Woody Island. |
| Laguna de Las Mareas, Puerto Rico | Laguna de Las Mareas proper. |
| Lake Charles, Louisiana | The Calcasieu River, from Light "83" north to the interstate 10 bridge including the Industrial Canal, Prien Lake, Lake Charles, and the turning basins. |

Encl. (1) to COMDTINST M16618.5C

| | |
|---|--|
| Limetree Bay, St. Croix, U.S.V.I. | Limetree Bay, Limetree Bay Channel, and Krause Lagoon (also known as Alucroix or Martin Marietta Channel). |
| Long Beach, California (including eastern part of Terminal Island) | That portion of San Pedro Bay and Cerritos Channel within the city of Long Beach, California. |
| Longview, Washington | Columbia River between Mile 62 and Mile 78. |
| Los Angeles, California (including San Pedro, Wilmington and western Terminal Island). | That portion of San Pedro Bay and Cerritos Channel within the city of Los Angeles, California, and the Chevron El Segundo Offshore Mooring. |
| Louisiana Offshore Oil Port (LOOP) | All waters comprising the LOOP Safety Zone and Safety Fairway as described in 33 CFR Appendix A and 33 CFR 166.200(d) (52) respectively. |
| Martinez, California | See San Francisco, California. |
| Mayaguez, Puerto Rico | Bahia de Mayaguez, Mayaguez Approach Channel and Mayaguez Terminal Channel. |
| Menominee, Michigan/ Marinette, Wisconsin | Breakwater entrance to the limits of navigation. |
| Miami, Florida | Upper Biscayne Bay south of MacArthur Causeway and north of Rickenbacker Causeway, including Government Cut. The Miami River east of the Brickell Ave. bridge. |
| Milwaukee, Wisconsin | Milwaukee breakwater to the limits of navigation. |
| Mobile, Alabama | The Mobile Ship Channel from the sea buoy to the Cochran Bridge, and the Hollinger's Island Channel from its junction with the Mobile Ship Channel. |
| Morehead City, North Carolina | Morehead City Harbor, including Radio Island from the sea buoy at Beaufort Inlet, North Carolina. |

| | |
|---|--|
| Muskegon, Michigan | Muskegon Lake to limits of navigation within Muskegon breakwater. |
| New Bedford, Massachusetts (Includes Fairhaven, Massachusetts) | The area north of a line extending from Wilbur Point in the east to Mishaum Point in the west. |
| New Harbor, Maine | The waters of Muscongus Bay north of Monhegan Island, east of Pemaquid Point, and west of Georges Island. |
| New Haven, Connecticut | The waters of New Haven Harbor bounded on the south by a line from Oyster River Point, West Haven, CT to the RW"NH" Mo (A) buoy, thence to Morgan Point, East Haven, CT and on the north by the Quinnipiac River Bridge. |
| New London/Groton, Connecticut | See enclosure (2). |
| New Orleans, Louisiana | Sea Buoy to Mississippi River Mile 255.2. Includes New Orleans, Baton Rouge and Burnside, Louisiana. |
| New York, New York (including the Port Authority of New York and New Jersey) | North of a line drawn between Sandy Hook, NJ and East Rockaway, NY, west of the Throgs Neck Bridge, south of the George Washington Bridge and east of Interstate 95 in New Jersey. |
| Newport, Rhode Island | Narragansett Bay south of a line extending from Conanicut Point to Carr Point. |
| North Bend, Oregon | See Coos Bay, Oregon. |
| Oakland, California | See San Francisco, California. |
| Ogdensburg, New York | Ogdensburg Harbor, including the Oswegatchie River to the limits of navigation. |
| Olympia, Washington | Coincident with Thurston County, Washington. |

Encl. (1) to COMDTINST M16618.5C

| | |
|----------------------------|---|
| Orange, Texas | The ICW from Mile 276.5 to Mile 265; the Sabine River from the intersection with the ICW; north to the Navy Yard. |
| Oswego, New York | Oswego Harbor, including Oswego River to Lock 8. |
| Pago Pago, American Samoa | Pago Pago Harbor and access channel, located on the south side of Tutuila Island at 170-42.0 W, 14-16.5 S. |
| Pascagoula, Mississippi | From the sea buoy of Horn Island Channel Pass to mile 1 of the Pascagoula River, including the Pascagoula Channel; and from the Bayou Cassotte harbor proper to the junction buoy of Bayou Cassotte Channel and the Pascagoula Channel. |
| Panama City, Florida | See enclosure (2). |
| Pensacola, Florida | See enclosure (2). |
| Philadelphia, Pennsylvania | The waters of the Schuylkill River, Delaware River, and Delaware Bay from Trenton, New Jersey to the Line of Demarcation at the entrance to Delaware Bay excluding the port area of Wilmington, Delaware. |
| Pittsburg, California | See Stockton, California. |
| Point Comfort, Texas | The Matagorda Ship Channel from the sea buoy to the Calhoun County Navigation District turning basin. |
| Point Judith, Rhode Island | Narragansett Bay south of a line extending from Sauga Point eastward to Conanicut Point. |
| Ponce, Puerto Rico | Bahia de Ponce proper. |
| Port Arthur, Texas | The ICW from Mile 276.5 to Mile 288.5 including the East Basin, West Basin, and Turning Basin of Taylor Bayou. |
| Port Canaveral, Florida | See enclosure (2). |

| | |
|---|---|
| Port Everglades, Florida | The Atlantic Intercoastal Waterway, south of the 17th Street causeway, north of, but not including the Dania Cutoff Canal, including the Outer Bar Cut and Bar Cut. |
| Port Hueneme, California | See enclosure (2). |
| Port Huron, Michigan | See Detroit, Michigan. |
| Port St. Joe, Florida | See enclosure (2). |
| Portland, Maine | Hussey Sound and Fore River to the limits of navigation at the Veterans Memorial Bridge at mile 3.0 on the Fore River. |
| Portland, Oregon | Three Oregon counties: Multnomah, Clackamas, and Washington, and the Port of Vancouver, Washington. |
| Portsmouth, New Hampshire (including Kittery, Maine, and Dover, New Hampshire, on the Piscataqua River.) | See enclosure (2). |
| Providence, Rhode Island (Including East Providence and Pawtucket) | Seekonk River, Providence River and Narragansett Bay extending north of a line stretching from Sauga Point east to Conanicut Point and Carr Point. |
| Quonset Point, Rhode Island | Includes that area between and including Sauga Point, Quonset Point and Davisville, Rhode Island. |
| Redwood City, California | See San Francisco, California. |
| Richmond, California | See San Francisco, California. |
| Richmond, Virginia | James River from Benjamin Harrison Memorial Bridge, Hopewell, Virginia, to limits of navigation. |
| River Rouge, Michigan | See Detroit, Michigan. |

Encl. (1) to COMDTINST M16618.5C

| | |
|---|--|
| Rockland, Maine | The waters of Rockland harbor and West Penobscot Bay north of a line drawn from Owls Head Light to Browns Head Light and south of a line drawn from Northeast Point to Webster Head. |
| Rota Harbor, Rota, CNMI | The waters of Sasanhaya Harbor, all waters north of a line drawn between Puntan Pona and Puntan Taipingot. The waters of Sasanlago Harbor, all waters west of the Island of Rota within an arc of 1.5 miles drawn from the center of the town of Rota. |
| Sacramento, California | All waters of the Sacramento River Deep Water Ship Channel from Sacramento River Deep Water Ship Channel Light 1 to the William G. Stone Lock. |
| San Francisco, California (including Alameda, Oakland, Berkeley, Richmond, Benicia and Martinez and Redwood City) Rocks | All waters of Suisan Bay, the Carquinez Straits, and San Pablo Bay and all waters of San Francisco Bay shoreward of a line drawn from Point Bonita Light through Mile Light to the shore. |
| San Diego, California | See enclosure (2). |
| San Juan, Puerto Rico | Bahia de San Juan proper. |
| San Pedro, California | See Los Angeles, California. |
| Savannah, Georgia | Savannah River from the Route 17 Bridge to the territorial sea limit. |
| Seattle, Washington | Waters coincident with King County, Washington. |
| Seward, Alaska | All headwaters of Resurrection Bay to a line from Cape Resurrection to Callisto Head. |

| | |
|------------------------------|---|
| Sitka, Alaska | Sitka Sound and Silver Bay north of a line between Cape Edgecomb on Kruzof Island to Pavorotni Point on Baranof Island and south of a line between Point Brown on Kruzof Island to Lisianski Point on Baronof Island. |
| Skagway, Alaska | Taiya Point (in Taiya Inlet on Lynn Canal) to Town of Skagway, Alaska. |
| Stockton, California | All waters of the New York Slough, the San Joaquin River, and the Stockton Deep Water Channel from Suisan Bay Light 30 to the Interstate 5 Bridge. |
| Superior, Wisconsin | See Duluth, Minnesota. |
| Tacoma, Washington | Coincident with Pierce County, Washington. |
| Tampa, Florida | That portion of Tampa Bay contained within Hillsborough County. |
| Tanapag Harbor, Saipan, CNMI | The waters of Garapan Lagoon and Puetten Tanapag (Tanapag Harbor) north of 15-13.0 N and south of 15-15.5 N. |
| Terminal Island, California | See Los Angeles, California. |
| Texas City, Texas | See Galveston, Texas. |
| Tinian Harbor, Tinian, CNMI | The waters of Tinian Harbor and Sunharon Roads enclosed within a line drawn between Carolinas Point and Gurguan Point. |
| Tiverton, Rhode Island | Sakonnet River from the Route 138 bridge to a line extending from Sachuset Point to Sakonnet Point. |
| Toledo, Ohio | Maumee River to limits of navigation. |
| Trenton, Michigan | See Detroit, Michigan. |
| Vancouver, Washington | See Portland, Oregon. |

Encl. (1) to COMDTINST M16618.5C

| | |
|----------------------------|--|
| Whittier, Alaska | All waters of Passage Canal west of Trinity Point. |
| Wilmington, California | See Los Angeles, California. |
| Wilmington, Delaware | The waters of the Delaware River and Bay, including the Christina River and the Salem River, from the Delaware/Pennsylvania state border to the Line of Demarcation at the entrance to Delaware Bay. |
| Wilmington, North Carolina | The Cape Fear River from the Sea Buoy to Point Peter, and then the Northeast River to the turning basin at Mile 2. |
| Woods Hole, Massachusetts | See New Bedford, Massachusetts. |
| Yabucoa, Puerto Rico | Puerto de Yabucoa proper. |

CONTROLLED PORT AREA DESCRIPTIONS

| <u>U.S. Port</u> | <u>Geographic Description</u> |
|--|---|
| Charleston, South Carolina | Charleston Harbor and approaches from the sea buoy to the navigable limits of the Cooper River, Wando River, and Ashley River. |
| Hampton Roads, Virginia (including Norfolk, Newport News, Jamestown, Yorktown, and Portsmouth, Virginia) | All the waters shoreward of a line from Cape Henry light to New Point Comfort, which includes the southwest portion of Chesapeake Bay, Hampton Roads, and the Elizabeth and York Rivers. |
| Honolulu, Hawaii | All internal waters and waters of the Pacific Ocean out to three nautical miles from and including Honolulu Harbor westward to and including Barbers Point Harbor (with the exception of Pearl Harbor). |
| Kings Bay, Georgia | All waters of Cumberland Sound from the entrance to St. Marys River at Intracoastal Waterway (ICW) statute mile 712.5 north to the entrance of Crooked River at statute mile 705. |
| New London/Groton, Connecticut | All waters encompassed by a line from Goshen Point, Waterford, CT to Dumping Ground buoy Y"NDA," thence to Avery Point, Groton, CT. |
| Panama City, Florida | From the Panama City Harbor Channel entrance buoy "SA" to Panama City proper, including St. Andrews Bay. |
| Pensacola, Florida | The Pensacola Ship Channel from the sea buoy to Pensacola Bay, inclusive. |

Encl. (2) to COMDTINST M16618.5C

| | |
|---|---|
| Port Canaveral, Florida | All waters of the Atlantic Ocean within 3.0 nautical miles of the seaward extremity of the Port Canaveral Entrance Channel jetties including all waters of the Entrance Channel westward to the Canaveral Barge Canal Lock. |
| Port Hueneme, California | The waters of Port Hueneme Harbor shoreward of a line drawn from Port Hueneme East Jetty Light 4 to Port Hueneme West Jetty Light 3. |
| Port St. Joe, Florida | From Port St. Joe harbor proper to buoy 6 of the Port St. Joe entrance channel, the entrance to the Gulf County Canal and St. Joseph Bay. |
| Portsmouth, New Hampshire (including Kittery, Maine and Dover, New Hampshire on the Piscataqua River) | Portsmouth Harbor from the COLREGS Demarcation Line to the limits of navigation on the Piscataqua River to include Kittery and Eliot, Maine, and Portsmouth, Newington and Dover, New Hampshire. |
| San Diego, California | San Diego Bay, and all waters of the Pacific Ocean adjacent to the cities of Ocean Beach, San Diego, Coronado, National City and Chula Vista out to three nautical miles. |